

# ASSOCIATE PRESS

446th Airlift Wing ✕ Air Force Reserve  
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Reserve Command Chief Master Sgt. Jackson Winsett discusses wide-range of issues with Associate Press staff

November 2005

McChord's Home Team

Volume 27, Issue 11



Photo by Tech. Sgt. Mike Buytas

**A U.S. Army CH-47 "Chinook" helicopter delivers disaster relief supplies to the earthquake devastated area surrounding the town of Oghi, Pakistan, Oct. 17. C-17s are delivering the relief supplies to the operations hub in Islamabad, Pakistan, where they are then flown to outlying areas in need of assistance.**



Photo by Capt. James Cunningham

**The first relief supplies from the United States were delivered by a McChord C-17 less than 48 hours after the devastating earthquake that left thousands dead and thousands more injured. The cargo comprised 12 pallets of food, water, medicine and blankets and weighed almost 90,000 pounds. Many of the C-17s airlifting relief supplies are being flown by both Reserve and active-duty crews from McChord.**

## Airlifting more aid, but to new region

Hurricanes aside, McChord crews move relief supplies into Pakistan following devastating earthquake

**By Sandra Pishner**  
◆ Wing Public Affairs

**M**cChord C-17 aircraft and people delivered the first relief supplies to earthquake-devastated Pakistan within 48 hours of the natural disaster that left thousands dead and injured.

Airmen from the Reserve and active-duty wings here have been flying relief missions from their forward deployed locations with air expeditionary wings.

In the week following the earthquake, the 818th Contingency Response Group in Islamabad, Pakistan handled almost 700 tons of humanitarian relief cargo, according to Capt. Christopher Simmons, the unit's operations officer. The 818th CRG is deployed from McGuire AFB, N.J.

McChord aircrews have flown into Pakistan C-17s filled with tents, cots, and meals-ready-to-eat for the more than estimated 2.5 million displaced people. The magnitude 7.6 quake that struck Oct. 8 was the most powerful to hit the country in its 58-year history and took an estimated 40,000 lives.

According to Maj. James Jamir, 313th Airlift Squadron, the support being given to the people of Pakistan will have positive, long-lasting effects.

"What we are doing here in Pakistan is

just another example of how great the United States is," he said. "We're building strong relationships and making history, but most importantly we're saving lives." Major Jamir is an activated Reservist deployed from here to Ramstein AB, Germany in support of Operations Iraqi Freedom and Enduring Freedom.

In addition to carrying relief supplies, McChord aircraft are delivering CH-47 Chinooks, which are ferrying the aid to outlying areas of the country. The C-17 can carry one CH-47, while the C-5 can carry two.

Among the Reservists currently serving abroad, and at the time the earthquake shook Pakistan, is Staff Sgt. Dan Slaughter, 446th Aircraft Maintenance Squadron. A flying crew chief, Sergeant Slaughter, learned the

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Nov. 25 is the deadline for articles in the December issue of the **446th Associate Press**.

All articles and photographs must be turned in to the 446th Airlift Wing Public Affairs office, Bldg. 1214, Room 124 by 4 p.m.

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# Commanders stress 3 key issues at conference

By Col. Eric Crabtree  
Wing Commander

It has been very good to be back at McChord and to see those of you I have had the chance to talk to since my return. While the tour in Al Udeid was fulfilling, there is nothing like being back in your home location. Especially when the home location is in a beautiful place and the people you work with are a great bunch of Reservists and civilians like all of you.

I have been to a number of conferences since my return to "the states" and I would like to share some of the information and guidance from the command leadership. Hopefully it will let you know directions they are thinking of taking on issues, and what their concerns are at this time.

At the Air Force Reserve Command Commander's Conference, Lt. Gen. John Bradley stressed three key issues that are of immediate concern to him. One is discipline in all we do. By that, he means doing the right things in our job performance, our personal lives and our profes-

sional management of our careers. When he gets briefed on incidents where there are problems in any one of those three areas, it is usually because an individual has let his or her personal discipline lapse and have strayed from the core values we stress in the Air Force Reserve.

**While the tour in Al Udeid was fulfilling, there is nothing like being back in your home location.**

**Eric Crabtree**

The second area of concern is taking care of Reserve members being displaced or relocated as part of the recommended base realignment and closure actions. We will see some movement and redistribution of people and assets from a number of AFRC bases, and we need to stand ready to help minimize the impact on the individuals involved and the wings affected. We at McChord will probably see a number of personnel from Portland Air Reserve Base, Ore., looking for positions. We'll work to be ready to help out.

Finally, General Bradley expressed concern about Reserve retention and recruiting. We are in challenging times with a war going on and a declining pool of active-duty people from which to



**Col. Eric Crabtree**

get experienced members. We need to work to help bring good quality individuals to our recruiters and mentor and nurture the high quality people we have. If you haven't looked at your family, friends and coworkers to help find good members for the 446th Airlift Wing, please do so and bring them to the recruiters as part of the "Get One" program. If you are not mentoring and guiding the people who are your coworkers in the Reserve, please put extra emphasis on that too.

Command Chief Master Sgt. Jackson Winsett expressed his commitment that success for our enlisted force will come through training, education and accountability. If we as a wing focus on those things, we will maintain a strong and combat ready force that will see us through the high operations tempo we are currently experiencing. At the same time, we will create a more satisfied and competitive force for promotions, advancement and awards.

The chief's goals are to get more Air Force Specialty Code applicable training into our unit training assemblies and annual tours, make deployment taskings more predictable, get the age 55 retirement for Reservists approved, and get tax credits approved for employers. All of those are big issues and they will help all Reservists in the command if they are accomplished. For those of you who know Chief Winsett, he is just the person to be working on our behalf to get those goals implemented.

Other issues that came out in discussions at the conference are the trimming down of ancillary training requirements, tighter budgets for man days and formal training, the line of duty process for Reservists injured on duty, accountability for individuals in case of a natural disaster, and increases in AEF taskings to fill support duties like convoy drivers.

In general, the Air Force Reserve Command is doing a great job of meeting its commitments to the Department of Defense. That is directly a result of the efforts of all of you and your families and employers. Please help us with any of the challenges mentioned by our leaders and we will move through the current year and into the future a strong and vital force that keeps America safe and strong. Thanks again for your support.



# Daedalian: McChord Reserve, active duty wings out to prove they're the best

By David Kellogg

◆ 62nd Airlift Wing Public Affairs &

Sandra Pishner

◆ 446th Airlift Wing Public Affairs

**M**cChord's 62nd and 446th Maintenance Groups stand out as tops in Air Mobility Command — at least that's the hypothesis the two groups set out to prove to evaluators visiting McChord Oct. 26 to Nov. 4.

According to 2nd Lt. Salena Jones, 62nd Aircraft Maintenance Squadron, the evaluators were here to determine who is deserving of the Clements McMullen Memorial Daedalian Weapon System Maintenance Trophy, awarded annually for the best maintenance group in the Air Force.

According to 1st Lt. Robert Corsi, 62nd Maintenance Squadron maintenance flight commander, the Daedalian trophy is presented each year to the Air Force wing providing safe, serviceable and available equipment for sustained use in peace and war.

In this case, the best maintenance group is really two groups — the active-duty 62nd MXG and the Reserve 446th MXG.

Four inspectors from AMC headquarters visited McChord and let the maintenance groups showcase what they have accomplished this year. If McChord beats Charleston AFB, S.C., (the other maintenance group in the running) for the AMC award, it will then compete against the top maintenance



Photo by Senior Airman Paul Haley  
**Senior Airman John Ortiz, (right) a maintainer with the 62nd Aircraft Maintenance Squadron, finishes paperwork as Tech Sgt. William Curtis, an activated Reservist from the 446th AMXS, supervises.**

groups from other Air Force commands.

The McChord maintainers believe they are the best not just in AMC, but throughout the Air Force, said Lieutenant Jones.

When you combine the best of active duty, Reserve, contractors, and civilian member, you have a team of innovators, according to Senior Master Sgt. David Sanchez, 446th Maintenance Squadron.

"The theme for this year's Daedalian is innovation. Collectively, we're able to use all this knowledge and expertise to not just

get the job done, but to come up with new ideas and solutions to problems," said Sergeant Sanchez.

According to the Daedalian award package for Team McChord, the two wings have maintained more than a 90 percent aircraft departure reliability rate while flying more than 19,000 sorties, transporting 108,000 passengers and airlifting more than 190,000 tons of cargo to the combat theatres in Operations Enduring Freedom and Iraqi Freedom. In fact, McChord has provided more than 60 percent of the C-17 missions for OEF and OIF. All this is made possible with seamless integration of active duty and Reserve.

"The working relationship in the maintenance groups is very close knit," said Sergeant Sanchez. "You can walk into any of the work centers and see both civilian dressed and uniformed people working, and not tell who's active duty and who is a Reservist or a civilian."

The maintainers accomplish this high operations tempo while helping with Rodeo 2005, the first competition of its kind in more than five years. The 62nd AW maintenance team won for the best C-17 maintenance team and the 446th AW's maintenance team won the trophy for best C-17 pre-flight.

"The 62nd and 446th Maintenance Groups hope to prove we are what makes combat airlift happen. Winning (the) award will put a greater sense of team work and pride in each maintainer on the flightline and in the back shops," said Lieutenant Jones.

## Airman one of many on outstanding team

By Senior Airman Paul Haley

◆ Wing Public Affairs

**E**very team succeeds on the strengths of its members, and can be hurt by their individual weaknesses. While one individual can't make or break a team, one outstanding member will improve the overall effectiveness of the team.

The 446th Aerospace Medicine Squadron is a unit filled with outstanding people, such as Senior Airman Koji Machado.

Airman Machado has been

on orders since December 2004, contributing to the mission success of the 446th AMDS.

"He's the epitome of what any Airman should be: respectful, determined," said Master Sgt. Brad Clarke, noncommissioned officer in charge of physical examinations. "He's excellence at its best."

Airman Machado is the assistant noncommissioned officer in charge of immunizations, and also works with flight medicine to help units and individuals activate and deploy. He also works

with the 62nd Medical Operations Squadron to ensure the records of activated Reservists are processed correctly.

Since the activation rate has increased, communications and tracking have improved between the 446th AMDS and 62nd MDOS, said Airman Machado.

"The tempo's gone up massively and communications have increased to make sure guys are ready to (deploy)," he said.

Airman Machado is working full-time to fill a position that is covered by a master sergeant on

UTA weekends, and said he wouldn't be able to do his job without the help of his noncommissioned officers.

"(Filling in for an E-7) was kind of overwhelming at first, but I never had any question about how to do anything because they explained it so well to me," he said.

However, without an apt pupil, all the instruction in the world is useless.

"He's a total sponge," said

See AIRMAN, Page 11

# Last flight departs Rhein-Main AB

By Airman 1st Class Eric Donner  
◆ 469th Air Base Group Public Affairs

**A**lthough 60 years of airlift legacy came to a close, the “spirit” of Rhein-Main Air Base, Germany will endure. The long-time airlift hub closed during an Oct. 10 ceremony attended by U.S. and German dignitaries.

A C-17 Globemaster III bearing the name “Spirit of Rhein-Main” was unveiled by Lt. Gen. Christopher Kelly, Air Mobility Command vice commander; Col. Brad Denison, 469th Air Base Group commander; and retired Col. Gail Halvorsen, the famed “Candy Bomber” of the Berlin Airlift.

More than 800 servicemembers, veterans, civilian employees and well-wishers turned out to say farewell to the former “Gateway to Europe.” A C-17 with the moniker, “Spirit of Berlin,” made the symbolic last flight following the ceremony, dipping its wing toward Rhein-Main’s hangars in a final good-bye.

Gen. Robert “Doc” Foglesong, U.S. Air Forces in Europe commander, said the closure marks an ending and a beginning, referring to Frankfurt International Airport’s planned expansion. Airport officials plan to add a third passenger terminal where the base currently stands.

The general highlighted several groups that have served at Rhein-Main AB over the years, from the veterans of the 1948 to 1949 Berlin Airlift to the current Airmen with the 469th ABG tasked with officially closing the base in December.

“From a grateful nation,” said General Foglesong, “I’m here to say thank you to all those individuals that made this base famous.”

U.S. Ambassador to Germany William R. Timken Jr. said although the base’s legacy will not be forgotten, its closure marks a transition.

“This transition is part of a larger strategy to prepare NATO to meet the challenges of the 21st Century — to defend freedom, strengthen democracy and provide a stable environment where pros-



Photo by Staff Sgt. Marie Cassetty  
**Tech. Sgt. Shawn Jewett, a Reservist deployed to Rhein-Main AB, Germany from the 446th Aircraft Maintenance Squadron at McChord, performs a pre-flight inspection on a C-17 Globemaster III Sept. 26. The 60-year flying mission at Rhein-Main officially ended Sept. 30 when the final civilian aircraft departed. In a nod to history, the final flight coincided with the anniversary of the final flight of the Berlin Airlift, which took place Sept. 30, 1949.**

perity can grow,” he said.

Since 1949, Rhein-Main and the Frankfurt International Airport worked together to create the U.S. military’s most important airlift base in Europe — not only on the military side, but on the commercial side as well.

The final military mission left here Sept. 26 and the final commercial flight took off Sept. 30, ending the operational mission of the base. The base’s vital airlift support mission transitioned to Ramstein and Spangdahlem air bases Oct. 1. *(Courtesy of United States Air Forces Europe News Service)*

## Bank uses image-based teller system

**R**eservists deploying or traveling overseas need to be aware that a new image-based teller system is being used by the Community Bank operated by Bank of America.

This new system reduces check-processing time at overseas air bases. The new teller system employs the latest technology and incorporates features of the Check 21 Act.

The new system, already in place in Japan and Korea, reduces the processing time from when a check is written to when it clears a customer’s bank account. It is currently being implemented at Community Banks in Europe.

Features of the new system include scan-

ners at each teller station that convert checks and other documents to digital images at the point of presentment.

The new teller software balances the transaction, creates electronic transaction history journals, archives items in a central database and ultimately creates an image cash letter for transit check processing.

The added benefit of the improved efficiency and processing of checks enables checks to be presented to a customer’s home bank in a timelier manner, resulting in quicker postings to individual checking accounts.

To date, all Community Bank branches in Japan and Korea have converted to the new system. At European branches, the conver-

sion began in July 2005 and is scheduled for completion in November.

The new system will also be installed at Community Bank branches located in Kwajalein, Diego Garcia and Guantanamo Bay, Cuba with final installation dates to be determined.

The Community Bank is operated by Bank of America under a contract with the DOD on military installations in 10 countries. There are 94 branches and 299 ATMs located across the globe in such places as Diego Garcia; Guantanamo Bay, Cuba; England; Germany; Honduras; Iceland; Japan; Korea; Kwajalein and the Netherlands. *(Courtesy of Air Force Print News)*

# New personnel system's final regs sent

By Jim Garamone

◆ American Forces Press Service

Ending a nearly two-year process, the Defense Department sent Congress the final National Security Personnel System regulation.

Acting Deputy Defense Secretary Gordon England said Oct. 26 that Congress has 30 days to review the final regulations.

The regulations will take effect Nov. 25. Changes to the regulation will ultimately affect 650,000 of the 750,000 Defense Department civilian employees.

Implementation at McChord for GS employees will be in the latter part of Spiral One and is now slated to begin in October 2006. However, implementation dates are flexible.

The Spiral Two phase will comprise most of the remaining employees, primarily our WG employees, and is expected to begin around January 2007. A third spiral grouping will include the DoD laboratories, if current legislative restrictions are eliminated.

Once adopted, the labor-relations portion of the system will take effect immediately.

"The human resources portion — the new pay bands, the pay-for-performance system, etc. — is scheduled to progressively begin in February," England said.

Some 60,000 employees are in the first group to come under the new program, officials said. But human resources officials will be very deliberate in how the program goes, Mr. England said.

The system will go through a six-month

"mock period" before becoming effective.

"That is, at the end of six months, we will evaluate," Mr. England said. "We will act as if this was for real, but it will be a mock exercise in terms of the results we can learn."

During the mock period, DOD employees will receive pay raises as in the past. It is not until January 2007 that the pay-for-performance portion of the system kicks in for real.

"So we have all of next year to implement the system before it really counts," Mr. England said. "And we will then progressively put people in, and each time learn from those experiences and improve the system."

The deputy secretary said that if problems arise, the Defense Department will halt the program and adjust it. (Courtesy of Air Force Print News)

# C-17 helps test missile defense

By Tech. Sgt. Mark Diamond

◆ AMC Public Affairs

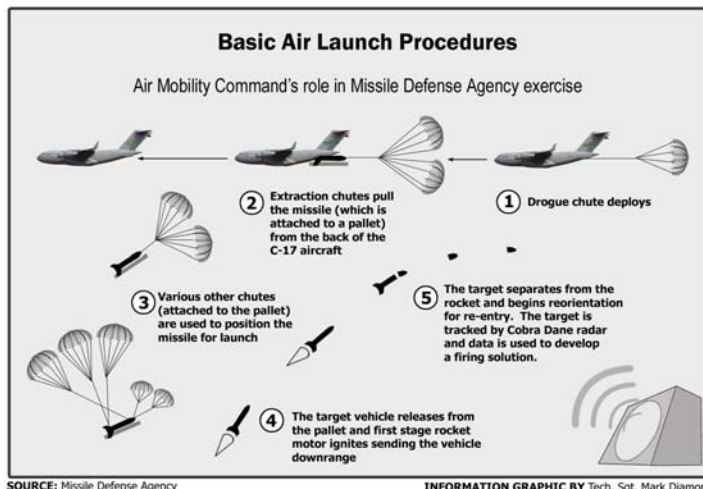
A C-17 Globemaster III from McChord AFB participated in what U.S. Missile Defense Agency experts called "the successful completion" of an exercise to test America's Ballistic Missile Defense System.

The exercise specifically tested the Ground-based Midcourse Defense element and the Cobra Dane radar located at Eareckson Air Station in Shemya, Alaska.

According to MDA officials, the Ground-based Midcourse Defense element is a system designed to protect the U.S. against a limited long-range ballistic missile attack. The Cobra Dane radar has been used for missile surveillance for nearly 30 years, and was upgraded for use as a missile defense radar.

During the Sept. 26 exercise, the McChord C-17 dropped a Long Range Air Launch Target, or LRLAT, over international waters about 800 miles from Shemya Island.

According to Maj. Jose Delarosa, AMC Test and Evalu-



ation office, although the re-entry vehicle used during a test is inert, it simulates a representation of an actual warhead an enemy may use to attack the United States.

He said after the LRLAT was dropped from the C-17, a parachute deployed to stabilize the missile, and a first-stage rocket motor ignited, sending the missile toward its target. In this case, he said the "target" was an area of the Pacific Ocean a few hundred miles northeast of Shemya Island.

The major said once the missile was launched, the Cobra

Dane radar tracked the missile's flight, and the data was used to develop a firing solution.

MDA officials said the exercise marked the first time that data obtained from an actual missile tracked by Cobra Dane was fed into the missile defense fire control system to obtain a firing solution.

Additionally, officials said launching a missile from an aircraft provided an operationally-realistic trajectory. They said previous tests using existing missile test ranges in the Pacific were well outside the range of the Cobra Dane radar.

"The [McChord AFB] crew and maintainers did an exceptional job of supporting the drop safely and effectively," added Col. Steve Sayre, director of AMC Test and Evaluation. "[This mission] is further documentation of the huge span of missions our mobility people are doing everyday to support Air Force and Department of Defense needs."

Although the exercise is not an ordinary mission for the versatile C-17, according to Major Delarosa this wasn't the first time an air mobility aircraft was used to launch a missile target. Since the early-1970s, Air Force mobility aircraft have dropped 17 missiles. The major said in 1974 a C-5 Galaxy dropped an 85,300-pound Minuteman I missile during a similar test.

That was the first and last time the C-5 was used. From 1998 through 2004, C-130s were used to launch Short Range Air Launch Targets, called SRALTs, and in 2003, MDA began using C-17s to launch LRLATs and Medium Range Targets, or MRTs. (The Missile Defense Agency contributed to this article)



## *A day in the life of Maintenance*

# Watching glue dry part of the job

By Senior Airman Paul Haley  
♦ Wing Public Affairs

All day long, day in and day out, seven days a week, maintainers at McChord AFB work to keep aircraft flying for training missions and to deliver equipment, supplies and people around the world.

Tech. Sgt. Henry Bande, an air reserve technician with the 446th Aircraft Maintenance Squadron, is one of these workers.

His day of maintenance begins at 7:30 a.m., during roll call, when he is partnered with Senior Airman Brian McSweeney, a traditional Reservist who has been activated for one year. Their task for the day: staying with an aircraft that had been repaired previously, but still had wet epoxy sealant drying.

The sealant's curing process was being aided by a heater. Anytime ground support equipment is running, it has to be attended, said Sergeant Bande. If there aren't any other deficiencies on an aircraft with ground support equipment running, the maintainers basically need to "baby-sit" the equipment.

While it may seem wasteful for two maintainers to have their day occupied by waiting until epoxy dries, it's all a matter of safety that is strictly enforced. Sergeant Bande discusses the seriousness of safety by talking about what happens if someone loses a tool.

"If somebody loses a tool, the whole squadron gets locked down," he said. "If anybody's gone home already, they get called back, and everybody has to stay until the tool is found."

The strict regulations and immediate enforcement of them is the only way to ensure the aircraft are as safe as they can possibly be. That's small consolation, though, when you're the one sitting around doing nothing for a day.

To break up the monotony, Sergeant Bande and Airman McSweeney agree to take turns staying with the running equipment, and Airman McSweeney takes the first shift.

In the break room, Sergeant Bande runs into two co-workers, Tech. Sgt. Mike Chop and Master Sgt. Gary Davis.

Sergeants Chop and Davis are taking a break from preparing an aircraft to go to Texas for a phase inspection.

"A phase is a regularly scheduled inspection where the plane is torn completely down to find hidden deficiencies, and everything that's wrong with it is fixed," said Sergeant Chop.

Sergeant Chop was a supervisor as a traditional Reservist, but after recently being hired as an ART, he has to go through a probation period where he works with another ART, in this case, Sergeant Davis, he said.

The maintainers on McChord continue operations 24 hours per day, seven days per week. Since some shifts are more desirable than others, workers rotate shifts. To keep workers from getting burned out, supervisors vary the work hours.

The maintainers sometimes do five eight-hour days, or four 10-hour days in a work week. Alternatively, they may do three days on, followed by two days off, then two days on, followed by three days off, with 12-hour work days.

"We mess around with the scheduling to keep things interesting," said Sergeant Chop.

Sergeant Davis agrees keeping people alert and interested is vital to the mission of the 446th AMXS.

"At AMXS, you have to have a sense



Photo by Sandra Pishner

**Henry Bande, an air reserve technician with the 446th Aircraft Maintenance Squadron, services the number one hydraulic system on the C-17, just one of the varied tasks that fill the day in the life of a maintainer.**

of urgency," Sergeant Davis said. "You're always either working or training."

The work maintainers do is never actually finished, either, he said.

"When we come in the morning, we're not at the beginning," Sergeant Davis said. "When we leave at night, we're not at the end. It's a continuous process we're constantly working with."

A day of maintenance didn't really start at 7:30 a.m. for Sergeant Bande and other maintenance professionals in the 446th Airlift Wing, it just continued.

# Getting drunk on the job

## Handling effects of hypoxia goal of training

By Senior Airman Paul Haley  
◆ Wing Public Affairs

Getting “high” is completely forbidden for most Reservists on McChord AFB, but for aircrew members, it’s not only allowed, it’s mandatory. Except the aircrews aren’t getting high on drugs, they’re simulating getting high inside an altitude chamber.

The altitude training at Fairchild AFB is mandatory for aircrew members every five years so they can experience the debilitating effects of hypoxia first hand.

“The reason for the training is to make the Airmen aware of the symptoms of hypoxia,” said 1st Lt. Bill Tucker, aerospace physiologist for the 92nd Medical Group’s Aerospace physiology flight, Fairchild AFB, Wash.

“It’s just like being drunk,” said Tech. Sgt. Leslie Pellegrini, an aeromedical technician in the 446th Aero-medical Evacuation Squadron. “The symptoms come in a different order for different people, so you get to see how you’re affected.”

In addition to a practical exercise in the altitude chamber during the Tanker, Transport and Bomber Refresher course at Fairchild AFB,

students sit through a three to four hour class on situational awareness and flying safety.

To begin the class, Lieutenant Tucker reiterated Sergeant Pellegrini’s sentiment.

“You all know why you’re

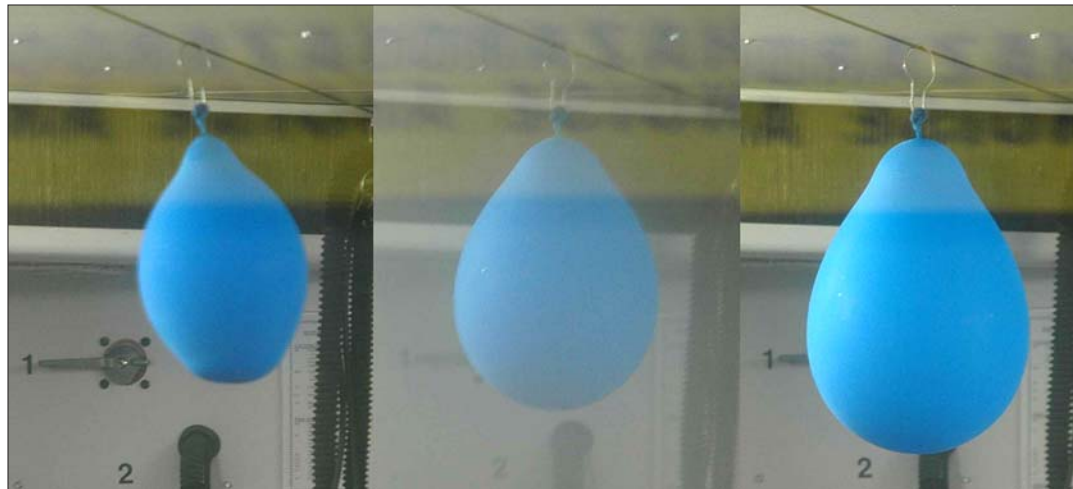


Photo composite by Senior Airman Paul Haley

**As the pressure inside the altitude chamber rapidly decreases, water vapor forms a fog inside. The balloon doubles in size as pressure in the chamber drops to one-half of normal.**

here, we’re going to get you drunk and let you watch video clips,” he joked.

The instruction consists largely of video clips of different situations, followed by discussion of the different aspects of the clip. Sometimes, the clip and discussion were a straightforward flying situation

that went wrong in real life, with discussion about how things could have been avoided, while others were used to illustrate how people’s perceptions can be skewed by the situation.

In one example, Lieutenant Tucker showed a clip of a

pilot trainee blacking out while pulling up from a dive. Before the clip, Lieutenant Tucker told the class to pay attention to why the pilot blacked out. Then he played the clip, which was actual footage from the

plane it had happened on. Afterward, instead of asking why the pilot blacked out, he asked how long the clip took to play. Guesses ranged from one minute to five minutes. In actuality, it took 48 seconds. The exercise was used to illustrate how a person’s internal clock can be off when the person’s focus is drawn to a single thing.

Following the class, the trainees entered the hypobaric chamber, a chamber that can lower the air pressure inside to simulate high altitude. To begin the exercise in the chamber, the class needed to take 30 minutes to slowly “climb” to 8,000 feet. This time gave students the chance to equalize their eardrums and breathe out any nitrogen in their blood, said Lieutenant Tucker.

The nitrogen must be expelled before going too high to prevent what divers know as “the bends.” Nitrogen dissolved in the water inside a person’s body turns to bubbles and fizzes like soda pop as the

pressure on the person’s body decreases. If the bubbles become too large they cause pain, or death in severe cases. By slowly climbing to altitude, the bubbles form slowly and can be breathed out normally. This time also gives students a chance to expel gasses trapped in the gastrointestinal tract that would grow with the decrease in pressure.

Once acclimated, the students are subjected to a range of different altitudes at vary speeds of ascent and descent, both with and without oxygen masks on. This gives the trainees a chance to see how they react to a lack of oxygen and how quickly symptoms appear.

“If they don’t recognize the symptoms, it puts them at a higher risk,” said Lt. Col. Tim Byrne, commander of the 92nd MG’s aerospace physiology flight.

While the course isn’t mandatory for civilian pilots and aircrews, it is offered at low cost to anyone who wants it, he added.



**You all know why you’re here, we’re going to get you drunk and let you watch video clips.**

**Bill Tucker**

# Reservists can track education on Web

**A**ir Force Reservists can now track their education progress, request transcripts and update personal education information on the Web.

Going through the Air Force Portal — and accessing the Virtual Education Center's Web site at [https://](https://afvec.langley.af.mil)

[afvec.langley.af.mil](https://afvec.langley.af.mil) — saves Reservists time and money. Because now they will be able to perform some tasks previously done by their military personnel flight. These applications can only be accessed through a .mil network computer.

This transformation of cus-

tomers service is the result of Air Force Reserve Command joining the active-duty Air Force Automated Education Management System.

Under the system, Reserve education and training offices have access to the same services as the active-duty counterparts.

Unit Reservists can learn more about the news system from the 446th Mission Support Squadron education and training office by calling 982-2300 or just stop by Bldg. 708, Room 112. (*Courtesy of Air Force Reserve Command News Service*)

## Pakistan

Continued from Page 1

value of the “variations in itinerary authorized” statement on his orders.

“I’m TDY to Ramstein AB, Germany for support of Operations Enduring Freedom and Iraqi Freedom. From there I’ve been sent TDY to Al Udeid and I’ve been on missions to Afghanistan, Kuwait, Iraq, Israel and now Pakistan,” said Sergeant Slaughter.

While Airmen in the C-17 world frequently fly humanitarian missions, such as those recently done in support of relief to Hurricanes Katrina and Rita, this is the first experience with such flights for the five-year Reserve veteran.



**This effort required dozens of people to leave home, fly long hours and hit the ground running. We do this simply because it is the right thing to do.**

**Dan Slaughter**

“I find it interesting that, here we are, in the middle of this war, redirecting resources needed to continue the war, to instead go to the people whose needs are greater than our own,” said Sergeant Slaughter.

“We are of course, Soldiers, Sailors, Airmen and Marines; but at the

heart of this is the fact that we are all humans. And when we see others in need of assistance, we find a way to help.”

Some Airmen have experience supporting humanitarian missions, but find them no less satisfying.

“It feels pretty gratifying,” said Capt.



Photo by Staff Sgt. Ashley Brokop  
**Soldiers from Fort Sill, Okla., and loadmasters from McCord work together to unload disassembled CH-47D helicopter parts from a C-17 at Bagram Airfield, Afghanistan, Oct. 21. The helicopters are being forward deployed to Pakistan.**

Andy Schwaderer, 8th Airlift Squadron at McCord. “We know that what we’re doing here today is really going to benefit those in need. For the past two and a half years I’ve been flying, it’s been mostly to Iraq and Afghanistan in support of OIF and OEF. But today, it’s a little bit different.”

Sergeant Slaughter feels honored to be doing something “a little bit different,” making the time away from his family more palatable.

“We continue to do things like this not to show our strength; our strength is known. Not to prove we can; throughout your history we have shown we have mastered the art and science of airlift,” he said.

“And, not because it was convenient. This effort required dozens of people to leave home, fly long hours and hit the ground running. We do this simply because it is the right thing to do.”

Officials with U.S. Central Command say aircrews and Airmen in vital support roles remain ready to assist with humanitarian efforts in Pakistan as long as required. Pakistan has shown solidarity and unwavering partnership in the global war on terror, and U.S. Air Force resources in the region stand ready to answer in the nation’s time of need. (*Some material in this story was compiled from U.S. Central Command and Air Mobility Command news releases.*)





Photo by Senior Airman Nick Przybyciel

**Command Chief Master Sgt. Jack Winsett, Air Force Reserve command chief, center right, leans forward to hear a question from Chief Master Sgt. Sandra Cooper, 446th Civil Engineer Squadron, during lunch Oct. 1. Chief Winsett was the guest speaker at this year's 446th Maintenance Group Moosefest.**

# Command chief visits McChord

By Senior Airman Nick Przybyciel  
◆ Wing Public Affairs

**T**he 446th Airlift Wing had the opportunity to showcase its outstanding people and missions Oct. 1 and 2 to the Air Force Reserve's top enlisted member, the command chief master sergeant for Air Force Reserve Command.

Chief Master Sgt. Jackson Winsett came here to tour the unit and be the keynote speaker for the 446th Maintenance Group's annual Moosefest on Oct. 1. In between the handshakes and tours, Chief Winsett took some time out of his schedule to answer a few questions about our role in the recent hurricanes, the Air Force Climate Survey and the overall direction that the Air Force Reserve is heading.

**AP:** *Having just got back from New Orleans, what are your impressions on the airlift mission and the aeromedical evacuation efforts that were going on down there?*

**CW:** Outstanding. We provided a lot of airlift to the region, and a lot of air evacuation. It's much, much appreciated and needed by those citizens.

**AP:** *With it being Climate Survey time, what specific areas are you looking at in this year's survey?*

**CW:** I'm not looking for anything in particular, other than I'd like to see as much participation from the enlisted force as possible. This is the second year that we have been allowed to participate in this survey, and it's the perfect way to let the Air Force

know what's on the mind of Reserve personnel. The questions that are being asked are specific in germane to us.

**AP:** *What type of feedback did the command get last year, and how did they respond to it?*

**CW:** Actually, the responses went directly to General (John) Jumper, who was the chief of staff of the Air Force. Those recommendations that were made — some were put into effect — others are still under review. The one that I distinctly remember that is still under review, but we've had a subsequent change in, is BAH 1 versus BAH 2. I anticipate it at one point being totally eliminated (the number of days that have been required to draw BAH 1 instead of BAH 2).

**AP:** *On July 30, General (John) Bradley, AFRC commander, spoke to the United States House of Representatives regarding the future total force concept. It seems that "total force" is becoming the latest buzz word in the Air Force lexicon, but the definition still remains a bit fuzzy. Could you break down the concept and explain how it will affect the deployment cycle?*

**CW:** There's a lot of misunderstanding, if you will, on the concept of total force. It has to be a blend of all components — Reserve, Guard and Active Duty — in order for total force efforts to really work. What we must remember is that we, being members of the Reserve component, always operate under the citizen Airman construct. We should never, ever abandon the citizen Airman con-

struct. However, we all know that our active duty brothers and sisters count on us for missions and for different segments of the mission itself. So, it's imperative that we provide the assistance, personnel or the equipment that's needed in order to accomplish the mission.

**AP:** *In a nutshell, be ready to go when the call comes, right?*

**CW:** The most important thing that I can say to a Reservist is, yes, be ready to go. Secondly, we have to be honest with our employer. We have to be honest with our family. We have to be able to recognize that there are scenarios where the Reserve is going to be needed immediately.

**AP:** *In the latest issue of "Air Force Times," Gen. John Mosley (Air Force chief of staff) reinforced that the "Air Force is one organization, not Active, Guard and Reserve tribes." What is your reaction to that?*

**CW:** I was at the convention where General Mosley made that statement. I agree with him. We can't be three different tribes, we have to be one Air Force.

**AP:** *Do you feel that might jeopardize our Reserve culture?*

**CW:** No I don't. We make our own culture. We make our own history. We just happen to be part of the Air Force.

**“On becoming soldiers we have not ceased to be citizens.”**

— Oliver Cromwell

**November  
2005**

**Did you  
KNOW**

**In November 1981, the Air Force Reserve's first KC-10 unit, the 78th Air Refueling Squadron (Heavy) (Associate) was activated at Barksdale AFB, La.**

## **Wing Commander's Call set for November**

The next Wing Commander's Calls will be Nov. 6 and 20 in Hangar 5 from 8:30 to 9:30 a.m. Please attend one of these two opportunities.

## **Commissioning packages due Dec. 30**

Qualified individuals must submit their commissioning packages to the 446th Airlift Wing vice commander's office no later than Dec. 30. The qualification board will meet in January to verify applicants' qualifications.

For more information, contact Chief Master Sgt. Monty Fields, special assistant to the commander, 982-5526.

## **Pass & registration office closes at noon**

The 62nd Security Forces Squadron's pass and registration office (now located in Bldg. 100) closes at noon each Tuesday for training purposes. Regular business hours of 7:30 a.m. to 4:30 p.m. will be maintained on Monday, Wednesday, Thursday and Friday. Reserve weekend hours are from 10 a.m. to noon on Saturday only.

## **UTA Shuttle adds stop in Utah**

Salt Lake City Airport, currently one of the scheduled stops on the B UTA Shuttle, has been added to the A UTA Shuttle Schedule as well. For more information about the flight contact 446th Operations Group/Current Operations at 982-2144/3359.

## **New commander for 728th Airlift Squadron**

Lt. Col. Dave DeGennaro was named to replace Col. Chuck McNeil as 728th Airlift Squadron commander. The change of command is scheduled for the November "A" UTA. As a civilian, Degenaro, who has been a member of the 728th AS since

its stand up at McChord AFB in 1992, is an American Airlines pilot. He is originally from upstate New York and now lives with his family on Fox Island, Wash.

## **Voucher reminders going out via e-mail**

E-mail letters are going out to anyone who has an order with an unfilled travel voucher on the fifth day after the end date of the order. If you have been filing accruals during the course of a long tour, you must also file a final voucher when you return.

The e-mail notices provide the travel order number and remind Airmen that travelers on official government orders must file a voucher within five days upon return from temporary duty.

## **Air Force Climate Survey needs you**

The Air Force Climate Survey is now available online. The 446th Airlift Wing had reasonable participation during the last survey two years ago and commanders learned quite a lot about the wing from those results. The survey is an opportunity to impact people programs that improve morale and retention.

This survey is like no other in that the CSAF owns it directly and will be using it to shape policy concerning personnel. AFRC will likewise be "under the gun" to show what they are doing with the results.

The survey window runs through the end of November. The survey can be accessed from the Internet <https://afclimatesurvey.af.mil/> without the need to be on a dot-mil computer. There is a link to the survey from the 446th AW intranet home page.

Once you get your password it takes about 20 minutes and you can log back in later if you need more time to finish. Be a part of the future by helping the Air Force top leadership identify your most important issues and concerns.

## **More Airmen qualify for Air Force ribbon**

Airmen can now wear the Air Force Recognition Ribbon for winning service-level competitions and awards. A recent change to an Air Force instruction allows members on small teams participating in events such as security forces' Defender Challenge, Air Mobility Command Rodeo or the William Tell and Gunsmoke competitions, to wear the ribbon. Eligibility dates back to 1980. Contact the 446th Mission Support Squadron's military personnel flight customer service section for more information.

## **Wing Reservists take AFRC Sijan Awards**

Four of the Lance P. Sijan Awards at the Fourth Air Force level went to 446th Airlift Wing Reservists. Of those four, three went on to earn the Air Force Reserve Command Lance P. Sijan Awards. Award winners are Lt. Col. James Kline, 728th Airlift Squadron, senior officer category; Capt. Michael Attebury, 728th AS, junior officer category; and Chief Master Sgt. Robert Belletti, 446th Aircraft Maintenance Squadron, senior NCO category.

All three will now compete for the Lance P. Sijan Award in their respective category at the Air Force level.

## **Christmas Angel Tree opens Nov. 15**

The Christmas Angel Tree program opens Nov. 15 for all 446th Airlift Wing Reservists, civilian employees, and their families who are in need of some additional Christmas support.

All interested members and families are encouraged to call the Family Support Center at (253) 982-5330 or (888) 984-6724 (toll free) to sign up.

Sponsors interested in adopting an Angel for Christmas will be provided the Angel's gender, age, and a request for a special gift. The Family Support Center will act as the liaison between



recipients and sponsors to ensure program anonymity.

## Wing offers spouse, employer awards

The Human Resources Development Council's Recognition Committee, headed up by Col. Jon Huguley, 446th Maintenance Group commander, has established two wing-level awards to recognize outstanding achievements of civilian employers and Reserve spouses.

The 446th Airlift Wing Employer of the Year and Spouse of the Year awards will be presented at next year's annual awards banquet Feb. 4.

Nominations are due by Jan. 8 for consideration for the 2006 awards. The winners will receive plaques at the awards banquet. In addition, the spouse of the year will receive a \$500 gift certificate, courtesy of the Lacey March

for Military Families Committee. For more information contact the 446th Public Affairs Office at 982-3330

## Out process for formal schools

All members attending Formal Technical schools must out process from the MPF. Those members attending schools less than 30 days will report to wing training (Bldg. 708, Room 112) and pick up a mini out-processing sheet.

Those attending schools over 30 days will report to Personnel Relocations and pick up an out-processing checklist that encompasses more than the mini. This gives us wing training staff the opportunity to check to ensure the orders have been properly cut. If you have questions or any problems with cutting orders for school, please contact Senior Master Sgt. Cheri Lewis at 982-9107.

## AIRMAN

Continued from Page 3

Sergeant Clarke. "He's absolutely one of our star Airmen; tell him how to do something once and he gets it."

Airman Machado is one of six members of the AMDS who have been activated in support of ongoing operations in Iraq and Afghanistan. He helps with the normal duties given to the AMDS, like performing physicals on Reservists, as well as the additional workload of preparing individuals and units to deploy, said Chief Master Sgt. Sonya Smith, superintendent of health services.

Airman Machado also tracks anthrax and smallpox immunizations to report to 4th Air Force.

"That's a huge responsibility, especially for a senior airman," said Chief Smith.

The situation report to 4th AF is required every Monday at 8 a.m., but Airman Machado always has it done and turned in



Photo by Senior Airman Paul Haley  
**Senior Airman Koji Machado**

by Friday evening, said Sergeant Clarke.

"I feel like I'm questioning his integrity when I ask him if it's done. He always has it done early," he added.

In January 2005, Airman Machado was the first to receive the Star Performer Award from Chief Master Sgt. Gloria Bennett, 446th Airlift Wing command chief master sergeant, because of his exceptional attitude.

## Promotions

### Major

Timothy Davis, 728th AS

### Chief Master Sergeant

Robert Belletti, 446th AMXS

### Senior Master Sergeant

Mary Morris, 728th AS

Richard Paroutaud, 728th AS

### Master Sergeant

Jeffrey Richards, 728th AS

### Technical Sergeant

Amy Romanas, 446th AES

Michael Silva, 446th AMXS

### Airman First Class

Tabitha Amorin, 446th ASTS

Jese Berg, 446th CES

### Airman

Holly Moen, 446th CES

Alisa Olson, 446th AES

Demetrius Segobia, 446th CES

## Newcomers

### Major

Kevin Whittaker, 97th AS

### First Lieutenant

Michael Eldridge, 446th MSG

### Technical Sergeant

Shellie Harris, 446th AMDS

Jamie Henkel, 313th AS

Burton Hestand, 446th MOF

### Staff Sergeant

Katie Badowski, 446th SVF

Phil Chong, 86th APS

Jeremiah Davis, 446th SFS

Kathryn Fontenot, 446th MOF

Bernadine Hiett, 36th APS

Orrin Hubbell, 86th APS

Christopher Jensen, 446th SFS

Terry Leonard, 446th AMXS

Charles McDaniel, 446th MXS  
Andrew Parkhill, 446th AMXS  
Dominick Piscione, 446th MXS  
Ryn Ragutero, 446th MXS  
Ryan Whaley, 36th APS  
Thomas Young, 446th AMXS

### Senior Airman

Derek Brady, 728th AS

Chad Gloor, 446th MXS

Michael Hickey, 36th APS

Ezran Johnson, 446th ASTS

Alexander Passey, 446th AMXS

Ronie Radaza, 36th APS

Melissa Reimer, 446th AMDS

David Ruddick, 446th AMXS

Matthew Sutherlin, 446th ASTS

Randall Tutt, 446th AES

Anthony Wiesner, 446th AMXS

### Airman First Class

Clifford Bartlett, 446th AMXS

Jeremy Biddle, 446th AMXS

Thomas Brennan, 446th MXS

James Casson, 446th AMXS

Nicole Cyrus, 728th AS

Erskines Dunson, 446th AMXS

Ryan Garff, 446th AMXS

Marshall Hayes, 446th CES

Ashley Johnson, 86th APS

Lawrence Messmer, 446th AMXS

Holly Moen, 446th CES

Zina Reyes, 86th APS

## Retirements

### Lieutenant Colonel

Thomas Dundon, 446th ASTS

### Chief Master Sergeant

Monty Fields, 446th AW

### Master Sergeant

Mickey Doescher, 446th MXS

Dale Kopperdahl, 446th MXS

Dennis Wieandt, 446th AES

### Technical Sergeant

Michael Desmit, 446th AMXS

Chris Fudenski, 446th AMXS

David McClelland, 446th MOF



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# HOT HOT HOT

## McChord fire department sizzles during inspection

By 1 Lt. Jennifer Gerhardt  
◆ Wing Public Affairs

The McChord fire department is one of 105 fire departments in the United States to earn International Commission of Fire Accreditation. There are more than 30,000 fire departments across the U.S.

Out of 71 people who work at the station, nine are Reservists, who work anywhere from 60 to 72 hours per week.

"The accreditation gives us credibility as a department and adds to our level of performance," said Chief Master Sgt. Sandra Cooper, 446th Civil Engineer Squadron fire chief. Chief Cooper also is a civilian employee with the fire department as the assistant fire chief. "It also gives the people on- and off-base more confidence in our service."

Any time there is an emergency, they are on the scene protecting Team McChord and the surrounding communities.

But active duty and civilian firefighters here do more than just battle flames; their inspections and training programs are tools they use to prevent emergencies that pose

risks to fellow Airmen.

Those tools paid off when the McChord fire department became the first fire department in Air Mobility Command and the sixth department in the Air Force to hold an international firefighting accreditation.

"Being the first one in AMC is an incredible feeling," said Master Sgt. David Wilson, 62nd CES. "Everyone had a vested interest in our success from lowest Airman to the fire chief. It was a total team effort. We rely on our reservists, not only for day to day jobs, but also when we mobilize and deploy down-range."

The accreditation team was impressed with the department.

"There were no findings and were accredited on the first time which is rare," said Chief Cooper.

The International Commission of Fire Accreditation team was comprised of three civilian fire chiefs from large city fire departments and one Naval fire chief. They looked at all of the programs and every facet of the organization.



Photo by 1st Lt. Jennifer Gerhardt  
**Thomas Seymour, a civilian firefighter with the 62nd Civil Engineer Squadron, as well as a senior master sergeant in the 446th CES, loads equipment bags into one the fire trucks to ensure firefighters will have all the equipment and tools they need when called.**

### 446th Associate Press



The Associate Press is printed for associates like Maj. Jim Wilkerson, 313th Airlift Squadron.

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